



## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMERCE BANK),  
ARE NOW LANDING  
FROM AMERICA.

**CALIFORNIA**  
BROKER  
COMPANY'S BISCUITS in 5 lb.  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

TOPOCAN BUTTER.  
Apple BUTTER.  
Eastern and California CHEESE.  
CORNED BEEF.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb. cans.  
Beau Ideal SALMON in 5 lb. cans.  
Canning's Assorted Canned VEGETABLES.  
"Dotted SAUSAGE and Sausage MEAT.  
"Stuffed PEPPERS.  
"Assorted SOUPS.  
Richardson & Robinson's Celebrated Potted MEATS.

Lunch Ham.  
Lamb's TONGUES.  
Clam CHOWDER.  
Fresh ORANGE SALMON.  
Dried APPLES.  
TOMATOES.  
SUCROUTASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
HONEY.  
Assorted JELLIES.  
Green CORN.

**FAIRBANKS' SCALES.**  
400 lb. Capacity.  
600 lb. "  
900 lb. "  
1,200 lb. "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
AGATE IRON WARE.  
WAFFLE IRONS.  
SMOOTHING IRONS.  
PAINTS and OILS.  
TALLOW and TAR.  
VARNISHES.

**DEVOE'S NONPAREIL**  
**BRILLIANT**  
**KEROSENE OIL,**  
150° test.

Ex late Arrivals from  
ENGLAND.  
A LARGE ASSORTMENT OF  
STORIES,  
including:  
CHRISTMAS CAKES.  
PLUM PUDDINGS.  
MINCEMEAT.  
ALMONDS and RAISINS.  
Crystallized FRUITS.  
TERRACOTTA'S DESSERT FRUITS.  
Pudding RAISINS.  
Lente CURRANTS.

Fine YORK HAMS.  
PICNIO TONGUES.  
PATE DE FOIE GRAS.  
SAVORY PATES.

FRESH PLUMS.  
BROWN PLUMS.  
CORN FLOUR.

**SPARTAN**  
**COOKING STOVES.**

**TOHCOCK HOUSE LAMP.**  
**PERFECTION STUDENT LAMP.**

**CLARETS.**  
CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1828 GRAVAT.  
BREAKFAST CLARET, " "

**SHERRIES & PORT.**  
SACCO'S MANZANILLA & AMON-  
TILLADO.  
SACCO'S OLD INVALD PORT.  
(1845).  
Hunt's PORT.

**BRANDY, WHISKY, LIQUEURS, &c.**  
1 and 3-star HENNESSY'S BRANDY.  
Bisquit Dubouché & Co.'s BRANDY.  
FINEST OLD HOLLAND WHISKY.  
KILMAN'S LL WHISKY.  
ROYAL GLENDEE WHISKY.  
BOOD'S OLD TOM.  
E. & J. BROWN'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NORRIS PAT & Co.'s VERMOUTH.  
CHASSIN'S GINGER BRANDY.  
EASTERN CIDER.  
CHATEAUREUSE.  
MARASCHINO.  
CURACAO.  
ANGOSTURA, BOTTLED and ORANGE  
BITTERS.

**BASS'S ALE,** bottled by CAMERON and  
SAUNDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BROWN, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.  
ALE and PORTER, in hogheads.

**SPECIALLY SELECTED**  
**CIGARS.**

\*Fine New Season's CUMSHAW TEA, in  
5 catty boxes.  
BREAKFAST CONGOU @ 25 cents p. lb.

**MILNER'S PATENT FIRE-PROOF**  
**SAVES, CASH and PAPER**  
**BOXES, at Manufacturer's Prices.**

Hongkong, December 1, 1883. 1043

## Mails.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ, ISMAILIA,  
PORT SAID, SYRIAN PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
PONDICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON TUESDAY, the 26th February,  
1884, at Noon, the Company's S.S.  
SAGHALIEY, Commandant, Honnary,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon of 26th February, 1884.  
Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on the  
26th February, 1884. (Parcels are not  
to be sent on board, they must be left at  
the Agency's Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.

I. MARTIN, Acting Agent.

Hongkong, February 14, 1884. 284

**SHANGHAI MAIL STEAMSHIP**  
**COMPANY.**

STEAM TO NAGASAKI AND KOBE,  
VIA INLAND SEA.

(Taking Cargo and Passengers for YOKO-  
HAMA.)

THE S.S. KUMAMOTO MARU, Capt.  
DUNN, will leave here on or about the  
25th instant, will be despatched as above  
on FRIDAY, the 23rd February, at 4 p.m.  
Cargo received on board and Parcels at  
the Office up to 1 p.m. of day of sailing.  
No Bill of Lading signed under 92  
Freight.

All China must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.  
Cargo and Passengers for Yokohama  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.  
For further particulars, apply at the  
Company's Office, Pray Central, Ground  
Floor of Messrs Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, February 21, 1884. 328

**Not Responsible for Debts.**

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—

ASHBURN, British steamer, Capt. J. M.  
Lambert.—Jardine, Matheson & Co.

BELOUA, German steamer, Captain W.  
Schneider.—Siemssen & Co.

HENRIETTA, American ship, Captain E.  
Lambert.—Lambert & Co.

MARGARETHA, German ship, Capt. Chas.  
Papp.—Order.

MARIE LOUISE, German barque, Capt. N.  
Behring.—Molichers & Co.

NANSHAN, British steamer, Captain J.  
Blackburne.—Russell & Co.

PANDORA, Austro-Hungarian str., Capt.  
G. Sturli.—Molichers & Co.

QUINCY, American barquentine, Capt.  
J. E. Jacobson.—Russell & Co.

RANDER, American barque, Capt. Chas.  
F. King.—H. J. H. Tripp.

SELENERIA, British steamer, Captain  
Fowler.—Russell & Co.

**SHARE LIST.—QUOTATIONS.** FEB. 23, 1884.

Stocks.	Yes of Share.	Value.	Up- down.	Debit.	Working Account.	Last Closing Quota- tions.
BANKS.						
H.K. and Shanghai Bank.	50,000	125	125	3,106,330	52,509.02	42
INSURANCE.						
N.Y. China Ins.	5,000	200	250			11,120 p. sh.
Yonglo Ins.	8,000	20	25	50,000		18 1/2 p. 1000
Union Ins. Soc.	2,000	1,200	125	600,000	576,391.00	18 1/2 p. 800
China Traders' Insurance.	24,000	83.33	25	600,000	107,411.65	22 1/2 p. 376
Canton Ins. Office.	10,000	250	50		556,127.77	10 1/2 p. 5103
China Ins. Co.	1,500	1,000	200	106,376	8307.18	3 1/2 p. 8200
H.K. Fire Ins.	5,000	250	50	861,000	250,732.56	62 1/2 p. 533
China Fire Ins.	20,000	100	20	300,000	106,366.45	33 1/2 p. 71
STEAM COMPANIES.						
H.K. O. and M. Steamboat.	8,000	100	75	215,000	53,691.80	6 1/2 p. 8117 ex div.
Indo-China S. Nav. Co.	120,000	10	10			30 % dia.
China & Manila S. S. Coy. Ltd.	3,500	100	all			par.
MISCELLANEOUS.						
H.K. & W. P. Dock.	10,000	125	125	18,000	2,083.04	4 1/2 p. 71 p.m.
H.K. and China Gas Co.	5,000	10	10	17,768.14	1,144.18	84 p. all div.
H.K. Hotel.	2,000	100	100	39,000		83
China Sugar Co.	9,000	100	100		55,056.83	125
H.K. Ice Co.	1,200	100	100	15,250	687.00	12 1/2 p. 155
H.K. Bakery.	600	50	50	4,000	253.45	85
Luzon Sugar Co.	7,000	100	100		4,050.63	84
Perak Tin Min. & Smelting Company.	3,000	50	all			First year
Selangore Tin Mining Co.	2,500	100	all			Payable.
LOANS.						
Chi. Incp.	8,276	100	all			June 30 Dec 31
" "	1877	100	all			Feb. 28 Mar. 31
" "	1878	100	all			April & Oct.
" "	1881	100	all			June 1 & Dec. 10
Sugar Deben- tured, 1880.	600	100	all			June & Dec.

\* For 6 months to 30th June.—Dividend for 1883 and Bonus of 25 per cent.—4 To 30th April 1883.—7 For year 1881.—1 For half year ended 30th June, 1883.

EDWARD GEORGE, Share Broker.

## Entertainment.

**THEATRE ROYAL,**  
**CITY HALL.**  
DAVIS & D'ANGELO, Lessees.

**THIS EVENING,**  
Saturday, 23rd February, 1884.

BY SPECIAL REQUEST AND FOR THE  
LAST TIME HERE,  
**THE LOTUS TROUPE**  
WILL REPEAT  
**GILBERT AND SULLIVAN'S**  
Celebrated Comic Opera.

**"PATIENCE,"**  
OR  
**"BUNTHORNE'S BRIDE"**

FOR THE BENEFIT OF  
MR. J. CHARLES DAVIS.

WITH NEW AND BEAUTIFUL SCENERY BY  
MR. C. J. BARBER.

**CORRECT COSTUMES.**

The Original Business as directed by the  
AUTHOR and COMPOSER.

Orchestra Arrangements by  
PROF. WILLIAM BLAKENEY.

CAST OF CHARACTERS.

REGINALD BUN-  
THORNE (A Fleeshy  
Poet).....Mr. C. J. Barber.

ARCHIBALD GROVE-  
SON (An Idle Poet).....Mr. Jeff. D'Angelo.

MR. BUNTHORNE'S SO-  
N.....Mr. Hartley.

COL. CALVERLEY  
(Officer of Dragoon  
Guards).....Gentleman Amateur.

MAJOR MURRAY (Officer of Dragoon  
Guards).....Mr. Bartley O'Brien.

LEUT. THE DUKE OF  
DUNSTABLE (Officer  
of Dragoon Guards).....Mr. F. W. Oakland.

CHIEF OF OPERATIONS OF DRAGON GUARDS.  
THE LADY ANGELA  
(Rapturous Maiden).....Miss Florence Culliffe.

THE LADY SARAH  
(Rapturous Maiden).....Miss Dolly Loftus.

THE LADY JANE.....Miss Minnie Nord.

PATIENCE (A Dairy  
Maid).....Miss Victoria Loftus.

CHIEFS OF RAPTUROUS MAIDENS.

Act I.—EXTENSION OF CANTER BUNTHORNE.

Act II.—A GRAVE; THE HOUSE OF THE  
WARRIORS.

Dances arranged by  
MR. JEFF. D'ANGELO.

Interval of 15 Minutes between 1st & 2nd Acts.

Box Plan at Messrs. KELLY & WALSH'S,  
where Seats may be secured.

J. CHAS. DAVIS,  
Manager.

BARTLEY O'BRIEN,  
Agent.

Hongkong, February 23, 1884. 334

## Insurance.

**THE STRAITS INSURANCE COM-  
PANY, LIMITED.**

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to GUARANTEE POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNHOLD, KARBERG & Co.  
Hongkong, November 5, 1883. 855

**NOTICE.**

**QUEEN FIRE INSURANCE COM-  
PANY.**

THE Undersigned are prepared to accept  
Risks on First Class Goods at 1/2  
per cent. not premium per annum.

NOYTON & Co., Agents.  
Hongkong, May 10, 1881. 938

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**

THE Undersigned, AGENTS of the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

## Insurance.

**THE LONDON ASSURANCE**  
INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either  
here, in London, or at the Principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 499

**LANCASHIRE INSURANCE  
COMPANY.**

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Tolls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

**To-day's Advertisements.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW.  
The Co.'s Steamship  
"Thales,"  
Capt. T. J. P. Jones, will be  
despatched for the above  
Port on THURSDAY, the 28th instant, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.

Hongkong, February 23, 1884. 339

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

FOR SWATOW, AMOY & FOCHOW.  
The Co.'s Steamship  
"Douglas,"  
Capt. J. P. Jones, will be  
despatched for the above  
Ports on THURSDAY, the 28th inst., at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.

Hongkong, February 23, 1884. 340

**NOTICE TO CONSIGNERS.**

S. S. "KUMAMOTO MARU" FROM  
KOBE AND NAGASAKI.

CONSIGNERS of Cargo by the above  
Vessel are hereby requested to send in  
their Bills of Lading for countersignature,  
and to take immediate delivery of their  
Goods from alongside.

Cargo intended for discharge or remain-  
ing on board after MONDAY, the 25th  
instant, will be landed and stored at Con-  
signers' risk and expense.

No Fire Insurance will be effected.

H. J. H. TRIPP,  
Agent,  
Mitsui Bishi Mail S. S. Co.  
Hongkong, February 23, 1884. 338

**SHIPPING.**

**ARRIVALS.**

February 23, 1884.—  
Siam Sea, Siam ship, 500, C. L.  
Jorgensen, Bangkok Dec. 23, General—  
CHINESE.

Cheng Hock Kien, British steamer, 550,  
Fred Webb, Amoy Feb. 21, and Swatow  
23, General.—Box 115 CRAN.

Poohang, British steamer, from Canton.

Pusan, British steamer, 1,803, A. C. Reed,  
Shanghai Feb. 20, General.—C. M. S. N. Co.

Thales, British steamer, 820, T. G. Po-  
cock, Swatow Feb. 22, General.—DOUGLAS  
STEAMSHIP CO.

Kumamoto Maru, Japanese str., 1,282, J.  
Drummond, Japan Feb. 19, General.—M.  
B. S. S. Co.

Saghalien, French steamer, 2,580, Hon-  
nary.—MESSAGERIES MARITIMES.

General.—Messageries MARITIMES.

Swatow, French steamer, 323, V. Arango-  
n, Haiphong Feb. 21, General.—A. R.  
MARTIN.

Africa, Portuguese transport, 902, A. D.  
Pedrozo, Macao Feb. 23.

**DEPARTURES.**

February 22.—  
Villars, French corvette, for Amoy.

February 23.—  
Chop-chung, Chinese gunboat, for Canton.

Friedrich, for London.

Star of China, for Whampoa.

Amoy, for Shanghai.

Oleandra, for Shanghai.

Amatista, for Lioia, &c.

Diamonds, for Amoy.

Ville de Strasbourg, for Saigon.

Castellano, for Manila.

Pembroke, for Kuchinozu.

Padua, for Oankoo.

## THE FRENCH MILITARY OPERATIONS IN TONKIN.

(From our Special Correspondent.)

Haliphong, Feb. 19th.

The fifth epoch in the history of the French expedition to Tonkin was inaugurated by the arrival of the new commander-in-chief by the M. M. mail steamer *Saigon* on the 11th inst. General Millot and Brigadier Generals Négrier and Brière de Lisle, with the members of the staff, after the breakdown of the transport *Yahong* at Colombo, proceeded on their journey as far as Saigon by the M. M. steamer *Anadyr*, and reached Haliphong about the time of the arrival of the first detachment of the new reinforcements in the chartered transport *Camarin*. The officers on the staff of General Millot are Colonel Goussier, chief of the staff, Commandant Griffin, second, Captain Glus, of the artillery, Lieut. Haefstaill, of the navy, and Captains Delacour and Vignacourt, attached. The commander-in-chief, accompanied by his staff, landed at 7.30 a.m. on the 14th, and was saluted with a salvo of eighteen guns from the fort upon disembarking. After being escorted by a guard of honour, composed of infantry of marine and Turcos, to the Residence, for the purpose of paying a visit to M. Marquis, the Resident. The General made a cursory inspection of the defences of the port, and, at noon the same day, accompanied by Generals Négrier and Brière de Lisle, embarked on board the gunboat *Belair* for Hanoi. On arriving there Admiral Courbet, who had everything prepared for his departure, officially handed over the command of the expedition to the new chief and embarked at once for Haliphong, to proceed on board his flagship, the *Bayard*, in Halong Bay. Thus ended the naval régime in Tonkin.

Before General Millot's departure to Hanoi Mr. Colquhoun, of the *Times*, succeeded in obtaining a short interview with him, when the General expressed himself as personally favorable to the presence of correspondents with the troops during the pending operations, and intimated that no obstructions should be put in their way of obtaining information of the proceedings of the military or of their freedom to visit any places of interest. This permission is certainly more than was ever granted by M. Harmand or Admiral Courbet, but may, when put to the proof, amount to nothing. At present, as before, the main difficulty is to obtain transport about the country. It is not to be imagined that a steam launch, and even though the administration put no actual impediment in the way of one's movements, they are very loath to grant a passage, at any price, on government boats.

On the 6th instant, the *Camarin* arrived at Halong Bay, with the first instalment of the new reinforcements from Algeria, and since then four more of the troopships have reached their destination, including the *Annamite*, one of the vessels which left Toulon on the 10th Jan. The other three steamers which have arrived, up to the present, are the transport *Mylio*, which brought up the passengers of the *Vindog*, and the chartered vessels *St. Germain*, *Europeen*, and *Cholin*. Since the 11th instant, Haliphong has assumed quite an animated aspect through the continual arrival and departure of the new troops, who are being despatched to Hanoi and Haiphong as rapidly as the service of river transports, steam launches and junks in Government employ, will allow. Owing to the pressing need for transport at the present time, all the new launches which have recently arrived have been chartered by the administration. The new arrivals comprise all the elements necessary to form a complete *corps d'armée*, including field artillery, ambulance train, engineers, baggage train, civil telegraph service and even a balloon train, the latter probably intended for observation and surveying purposes. For the first time since the beginning of the campaign the uniform of the French soldiers of the line is conspicuous among the picturesque mélange of Algerian costumes and the somewhat barbaric colours of the marine infantry. The regular troops are on the whole decidedly superior in discipline and carriage to the marine and about the same in point of physique. A large proportion of the new reinforcements is composed of Algerian troops, Turcos and Foreign Legion, and one battalion of the latter is formed of the famous *Zephyrs*, or corps disciplinaire, whose ranks are supplied from the military prisons and galls of France. These men are necessarily subjected to the severest discipline, as they constitute the most unruly and reckless body of men in the French army. They have, however, distinguished themselves and earned a character as splendid fighting men in the wild campaigns of the French in North Africa.

For a picturesque and life-like description of the character and constitution of this corps, I would refer your readers to the pages of Ouida's novel 'Under Two Flags.' The newly-established telegraph line is now so far complete that communications can be sent through to Paris, but the operating instruments are at present only temporarily fixed up and the line will not be open to the public for the transmission of messages for a few days. I see that the *Salon Inceperant*, a fortnight ago, stated that the land line from Haliphong to the Bamboo village was completed; this, however, was not the case, as the line is not yet finished, but it is expected to be so in two days. The French director of telegraph

here says that he has received discretionary power as to the precedence to be given to the despatch of messages, and from his remark it would appear probable that in the case of any important intelligence, private or press telegrams would be detained until the official despatches had been forwarded. This is just about what has been expected, and, as the authorities are not always very prompt in sending home their news, it may possibly cause one or two days' delay in transmitting important messages to London from the representatives of the press in Tonkin.

Following up the establishment of telegraphic communication with Europe, the French press seem to have become fully alive at last to the importance of the Tonkin expedition, and are displaying an unwonted enterprise in the despatch of numerous special correspondents. The representatives of the *Temps* and *Havas* Telegraphic Agency arrived here a few weeks since, and now three more 'specials,' representing the *Paris Figaro*, *La France* and the *Evénement*, have come to join the correspondents' staff. M. Paulhan, of the *Evénement*, was out in Tonkin for a short time last summer, but left for Europe through ill health.

Continual change in leaders, policy and officials, seems to be the order of the day here. As soon as a man has been in the country long enough to get some idea of the position of affairs and some knowledge of the characteristics of the people with whom he has to deal he is sent back to France. When M. Harmand arrived all the civil administrators, consuls and others who had any experience in Annam or Tonkin, were unceremoniously cleared out, and now the turn has come for most of the officials who composed the Commissaire General's staff to follow their chief to Europe. M. Massé, administrator and interpreter, one of the very few officials who understand the Annamite language, and by far the most useful man of the Harmand régime, left for home a day or two since. M. Bonnal, the Resident of Hanoi, is, I hear, to leave very shortly, and several changes have been made among the members of the post office staff. General Bichot and Colonel Eudaine, late chief of the staff to Admiral Courbet, also leaves for home by next mail in one of the returning transports. By the last mail for France, M. Dupuis and Millot also left here for a visit to Europe, intending to return in a few months, when it is possible that some further explorations in Tonkin may be undertaken by these experienced explorers. The main object of M. Dupuis' return to this country on the last occasion, to obtain from the Annamite government some compensation for the seizure and confiscation of some steam launches and other property belonging to him, in 1873, has not been attained, chiefly owing to the hostility and obstructiveness displayed by M. Harmand and his minion, M. Bonnal. On his last visit to Hanoi, however, M. Dupuis received most warmly by the chief mandarin there and was presented by him with a piece of land in the city, much to the disgust of the Resident. Independent enterprise is seldom understood by French officials, and although M. Dupuis has been more instrumental than any other man living in opening Tonkin to French colonization he is looked upon with the greatest suspicion by the civil authorities and threatened in all his plans for forwarding the interests of commerce and civilization in the country.

The coming attack upon Bac Ninh is naturally at present the one absorbing topic in Haliphong. The operations, as far as is at present known, will commence about the beginning of next month and great preparations are being made for the event. Many opinions are expressed as to the opposition likely to be encountered. From the position of the citadel it is certain that if the French forces can once gain possession of the surrounding hills, the affair resolves itself into a simple bombardment, and wholesale destruction of the fortress and garrison. It is, however, said, on Annamite authority, that so soon as the French forces advance towards the town a general evacuation will take place, the Chinese troops which are supposed to form the garrison retreating towards the frontier by the Tai-nguyen road. The present plan is, I believe, to advance in three columns, from Hanoi, Haiphong and Haliphong and if timely notice be received by the garrison of the French advance it will be quite impossible to cut off the retreat by this road. It may be, however, that a stubborn resistance will be made to the occupation of the heights, and thus, as on Sontai, the hardest fighting will occur at the works of the position. There can be no doubt as to the eventual result of the operation, with the force at General Millot's command, but it is a question whether the affair is to be merely a triumphal march into a deserted fortress or a real battle. General Négrier, who is to command the brigade from Haliphong, has already come down from Hanoi, to superintend the preparations for the advance. General Brière de Lisle will command the column from Haiphong.

Why is swearing like an old cat? It's a bad habit. War is a horrid, constantly hidden and never-fod, not likely to be started?—He has a bit always in his mouth. War are ladies the big eat thieves? I exist—Because they eat their patients, bore their stay, crib their babies, and hook their eyes. War are ladies the big eat thieves? I exist—Because they eat their patients, bore their stay, crib their babies, and hook their eyes.

## HONGKONG RACES.

Saturday, 23rd February, 1884.

Stewards:—His Excellency Sir G. F. Bowen, G.C.M.G.; His Excellency Vice-Admiral Wilson, G.C.B.; His Excellency Major-General Sargent, G.C.B.; Commodore O'Brien, R.N.; Colonel Walker, R.E.; Lieut. Colonel Crawford, R.A.; Lieut. Colonel Hobson, The Buffs; The Hon. P. Kyrie; The Hon. F. B. Johnson; T. Jackson, Esq.; W. H. Forbes, Esq.; P. D. Sassoon, Esq.; J. Bell Irving, Esq.; W. H. F. Darby, Esq.; G. E. Noble, Esq.; M. Grate, Esq.

Honorary Treasurer:—J. Thurburn, Esq. Clerk of Course:—H. J. H. Tripp, Esq.

The Hongkong Races for 1884 were concluded this afternoon. Beautiful weather was again enjoyed, and plenty of excitement and amusement were provided by the Steeplechase and Mafoes' Races, the latter especially affording much genuine fun. His Excellency Sir George Bowen and Lady Bowen were present in the enclosure for a short time.

The thanks of the public at large are due to those gentlemen who had the carrying out of the arrangements of the meeting, which was admirably managed, and gave satisfaction, so far as we can hear, to every one. Admirable order was preserved inside and outside the course, by a detachment of Police, under Chief Inspector Horspool, and a detachment of the 'Buffs,' and the traffic to and from the Race Course has been extremely well regulated. Altogether the races have been an unqualified success so far as affording pleasure and enjoyment to the community at large is concerned. Whether those who calculated on making a 'pot' of money over the races have done so, is another matter and one in which the general public is not interested.

1.—RUBY CUP.—Presented by Mr. Paul, for all beaten Steeplechase Grifflins. Weight for inches. Seven Furlongs. Reiner's *Belle*, 10st. 10lb. (Reynell), 1. Peal's *Tornado*, 10st. 9lb. (Dunman), 2. Gordon's *Finian*, 10st. 9lb. (Budd), 3. Bromhead's *King's Lynn*, 10st. 12lb. (Raggs), 0. St. Vincent's *Colonel*, 11st. 10lb. (Raggs), 0. Myrtle's *Ingomar*, 10st. 12lb. (Raggs), 0. Bromhead's *North Lynn*, 10st. 11lb. (Raggs), 0. Gordon's *Gang Warly*, 11st. 4lb. (Raggs), 0. Morgan's *Hwas-yong*, 10st. 4lb. (Porter), 0. Nine ponies entered for this race, and the most fancied of these were *Finian* and *Tornado*. Mr. J. Bell Irving officiated as starter in place of Mr. Kyrie, and after two or three failures, sent the ponies off on very uneven terms, the *Colonel* having the best of it and *Gang Warly* the worst. *Colonel* was soon beaten by *Finian*, who led *Colonel* and *Raggs*, who were almost together, by two or three lengths up the slope and part of the way down the slope. At the Village, Reynell spurred his pony forward, and *Raggs*, answering his rider's call, came on grandly, but *Finian* at the straight and came in first, about a length and a half in front of *Tornado*, who passed the *Colonel* at the Village, and also beat *Finian* when near home by two or three lengths. *Raggs* first, *Tornado* second and *Finian* third. Time, 1 min. 55½ sec., one second more than *Triumph* took yesterday in the Ladies' Race. *Gang Warly*'s rider dismounted at the Village and walked home.

2.—STEEPLECHASE.—Cup valued \$150. For all Ponies. Weight for inches. Distance twice round. Entrance \$5, \$10 forfeit for non-starters. Entrance fees and forfeits to go to second Pony. Bill's *Grassie*, 11st. 12lb. (Raggs), 1. Gordon's *White Collum*, 11st. 9lb. (Budd), 2. Porter's *Truthful James*, 12st. 2lb. (Porter), 0. This event needs hardly any description. *Truthful James*, the most fancied of the three ponies, came to grief at the first jump, throwing its rider without injuring him. Mr. Porter hung on to the reins, but the horse came out of the pony's mouth, and the pony ran off. Mr. Porter afterwards remounted but did not go over the course. *Bill's Grassie* resolutely refused to even attempt the first jump, and latterly Mr. Budd gave up the task of trying to get his pony over and returned home. *Grassie* was therefore left in the field unopposed. It took the jumps fairly well, and had only one accident. This happened at the first mound on the second round. Mr. Budd was soon mounted again, and went over the remaining jumps, without further accident.

3.—CHAMPION MAFOES.—For all winning Ponies; catch weights. One mile. First Pony, \$25; Second, \$10; Third, \$5. Bill's *Allegro*, (Schumann), 1. Paul's *Sunlight*, (Horse), 2. St. Andrew's *Merry Monk*, (Sin Qual), 3. St. Vincent's *Triumph*, 0. Paul's *Rever*, 0. Paul's *Monterey*, 0. Paul's *Horseshoe*, 0. Cabell's *Lucifer*, 0. Kerfoot's *Mouat's 'n' Boy*, 0. A splendid start was effected, *Allegro* taking the lead. *Allegro* was ridden by Schumann, splendidly throughout, and he sent his pony in the easiest of winners in the remarkably fast time of 2 mins. 6 secs., thus winning for himself the prize of \$25 given to the first pony. *Sunlight* and *Merry Monk*, the second and third ponies respectively, tried hard to catch the leader, but they were a long way overhauled. *Rever* was fourth and *Triumph* fifth.

4.—REEFER CUP.—Presented by Mr. Paul, for all beaten Ponies; weight for inches. One mile. Cabell's *Duke*, 11st. 7lb. (Raggs), 1. Kerfoot's *Belvedere*, 11st. 4lb. (Raggs), 2. St. Vincent's *Amateur*, 11st. 4lb. (Sampson), 3. Paul's *Benjamin*, 11st. 4lb. (Dunman), 0. Gordon's *Marysue*, 10st. 9lb. (Johnston), 0.

*Dunkeld* got the best of the start, *Amateur* lying second, *Benjamin* being third and *Belvedere* close behind in fourth position. *Dunkeld* kept his lead easily until near the Village when *Belvedere*, who had passed *Benjamin* on the way up the slope and *Amateur* on the way down, was sent up alongside of the leading pony. *Dunkeld* at the entrance to the straight was hugging the rails, but from this point, it bore across the course on to *Belvedere*, whose rider thus prevented from whipping up. *Dunkeld*, after a determined struggle, managed to defeat *Belvedere* by three quarters of a length. Time 2 mins. 9½ secs. *Benjamin* beat *Amateur* and came in third. *Marysue* was out of the race from the first.

5.—STEEPLE CHASE.—For Ponies that have never won any race in China or Japan. Entrance \$5, with \$100 added. Weight 12st. Distance from the quarter mile post, once round, and in. \$10 forfeit for non-starters to go to second Pony.

Porter's *Truthful James*, 12st. 2lb. 1. Bill's *Pratissimo*, 11st. (Raggs), 2. Gordon's *Hopewell*, 11st. 9lb. (Budd), 0. *Grassie* was again entered in this race, with Mr. Brandt as the rider, but the Stewards decided that this pony, having won the first steeplechase, and being therefore the winner of a race, could not be permitted to run the race being 'for ponies that have never won any race in China.' *Grassie* was therefore withdrawn, Mr. Brandt insisting that he did not want to win the prize, but only wanted to ride his pony over the course in this race. *Pratissimo* and *Truthful James* went over the first jump beautifully, the former leading, but both came a 'cropper' at the ditch jump, opposite the Grand Stand. Neither rider was hurt, but *Pratissimo* broke away and ran into the enclosure. Mr. Porter was soon remounted, and clearing the whole of the remaining jumps in grand form, came in an easy winner. Mr. Raggs ran his pony, which was captured at the gate, and having also remounted, sent his pony over the course in very good time, *Pratissimo* taking the jumps admirably. Mr. Budd struggled hard to get his pony, *Hopewell*, from the same stable as *Grassie*, away, but he had only succeeded in driving it over the first two jumps when Mr. Porter rode past the post. He therefore gave up his task in despair.

6.—MAFOES RACE.—For all beaten Ponies; catch weights. One round. First Pony, \$20; Second, \$10; Third, \$5. Capel's *Shamrock*, 1. Peal's *White Ant*, 2. Bill's *Impetuous*, 3. St. Vincent's *Amateur*, 0. Kerfoot's *Pail Mail*, 0. Peal's *Jolly Friar*, 0. Paul's *Kadi*, 0. Paul's *Montana*, 0. Redmala's *Atami*, 0. Kerfoot's *Atami*, 0. Kerfoot's *Atami*, 0. Gordon's *Hopewell*, 0.

Lamson trouble was experienced in getting the field off, and two or three accidents occurred before the ponies were ultimately sent away. The first pony to distinguish itself was *Atami*, which bolted and ran to the gate of the enclosure, where it threw its rider, but without injuring him. It afterwards went twice a quarter of a mile in false starts before it could be pulled up. A false start was also made, in which all the ponies but *White Ant* went round the whole distance, and it was only when the excited masses returned to the post that they discovered their mistake. In this start *Shamrock* was knocked down, and, on regaining its feet, threw its rider (the veteran Horse) and raced round, riderless, with the rest of the ponies, coming in a very good third. *Impetuous* (Schumann) came in first on this trip, *Jolly Friar* being a good second. Finally, a fairly good start was made. *Impetuous* was the first to show to the front, but *Shamrock* managed to overhaul it. *Shamrock* succeeded in keeping its lead all the time, when it came in a length ahead of *White Ant*, which made a very game but futile attempt to beat the leader. *Impetuous* came in third. Time, 1 min. 58 secs.

In this race, the 'Pirate,' mounted on *Jolly Friar*, sustained a compound fracture of the right knee through being pressed against the rails by Schumann on *Impetuous* a short distance out from home. He rode his pony all the way round despite his injury. On his reaching the post he was assisted by his pony, and had his leg bandaged. He was afterwards removed to the Hospital on a stretcher.

## CHINA SUGAR REFINING COMPANY, LIMITED.

The Annual General Meeting of the shareholders in the China Sugar Refining Company was held in the offices of the General Agents (Messrs Jardine, Matheson & Co.) this forenoon. There were present:—The Hon. F. B. Johnson (Chairman), The Hon. F. D. Sassoon, Mr. E. R. Bellios, Mr. A. Melver, and Mr. W. K. Hughes (Consulting Committee), and Messrs M. Grate, A. S. Chien, J. Bell-Irving, J. Thurburn, R. Lyall, G. S. Taylor, G. C. Cox, Y. C. Roche, H. Dickie (Manager, East Point Refinery) and E. C. MacLean. Mr. MacLean having read the notice calling the meeting.

The Chairman said:—Gentlemen, we have now the pleasure to meet you to lay before you the report on the working of the refineries for the last year and the accounts connected with them, a printed statement of which has been circulated amongst shareholders. You will observe that the profits shown have not equalled the promise of the successful results of the first six months of the year. I need hardly explain that this is mainly owing to the very depressed state of trade during that period of 1883. From the first of October to the first of January, the East Point Sugar Refinery only turned out 1,000 piculs a day, and even with this

diminished production we found ourselves on the first day of this year with a very large stock of refined sugar on hand. I am happy to be able to tell you that this stock has all been sold at fair prices considering the present state of the market. From the first of January to the first of February the East Point Refinery was laid up for the usual repairs. We are now selling all the present production, which is about 1,000 piculs a day; and we hope there will be a steady demand throughout the year. The balance shown by the working account is \$59,120.70, and the General Agents and Consulting Committee propose to deal with it in the way mentioned in the report, that is to say, to pay a dividend of 4 per cent. for the half year, which, with the previous dividend for the first half year, amounts to 12 per cent. on the whole year; we propose to write off \$10,000 towards the cost of renewing the charcoal. I should tell the shareholders that this sum includes the cost of the new charcoal ordered eighteen months ago. Whether we shall have, in the future, to write off any further sums for renewing charcoal will depend on circumstances, to which due consideration will be given. We propose to write off \$25,000 from the cost of patents, and gradually to reduce this account every year. There is a further sum appropriated to meet possible losses on shipments not yet received. We are very anxious to believe that this sum will not be required, but we have thought it prudent at all events to make provision for possible losses. This will leave us with a balance to carry forward to next year of \$6,629.70. This is a rather larger sum than usual, but it will be available for the dividends next half year. I think the shareholders will not desire some statement with regard to the property account, as our extensions are almost completed. You will observe that the property account shows at its debit \$1,047,326.31. That we have paid about \$23,000 which has either been paid, or will be required to be paid, to complete the extensions, making in round numbers a sum for the completion of our extensions and the property of about \$1,070,000. For that sum we have the following property:—The land at the Whampoa wharf, which is the site of our sugar plant not even being allowed to be placed from the vessel to the wharf.

The town of Iloilo is said to be the scene of frequent earthquakes, in consequence of which the buildings are constructed of very light materials and all of any pretence to respectability are constructed of corrugated iron. The eaves are extended so as to form a kind of verandah on two or more sides, under which extension various goods are stored; sugar in bags predominating, so much so that not a complete refinery is to be seen just over the small of sugar predominated everywhere and in several places the ground was literally saturated with molasses. Here and there immense heaps of discarded sugar bags were the scene of attraction for the children of the place, who were constantly having their families and homes amongst them.

During our stay of four and a half days I did not observe any such commercial activity as does not fail to strike one in all the ports of China, for here the Spanish ships are observed, and between 11 a.m. and 5 p.m. all business ceased, doors were closed, and window-shutters put up, and as far as I could observe every one went to sleep. Consequently during our stay our vessel managed to hurry through with just as many hours. At 11 a.m. on the 14th it was announced that our last bag of salt was discharged, and that we were to start immediately after the Captain of the Port had visited the vessel. But one of the enterprising armed individuals had somehow fastened his hands on a small quantity of opium, and straightway thereafter down to our vessel came an enormous couple laboriously drawn by two diminutive steeds resembling Manila ponies. This couple contained a Sergeant of the Military Band and three more armed individuals, who, at the word of command descended from the vehicle, and after being rapidly put through their paces stormed on board of our vessel and proceeded to ransack her from stem to stern. They paid particular attention to the engineer's department, for many years the words 'looking appliances' which were disclosed to view. At length, the search for opium proving fruitless, at 5 p.m. we cast off from the wharf and soon left the consolidated realm of Philip and Mary behind us, our vessel heading direct for the British North Borneo Company's Port on the N.E. coast of Borneo—viz., Elopura, Sandakan, where we arrived on the 17th, after a most delightful passage of sixty-four hours from Iloilo, it thus having taken time, including my detention in Hongkong, forty-one days between this and Shanghai.

The miserable collection of bamboo and Nipa-leaf shanties, of which the so-called town of Elopura is comprised, is situated in the Bay of Sandakan; and when the first settlers arrived there, owing to the dense impenetrable jungle which exists everywhere, and which extends down to the water's edge, they were, in order to literally obtain standing-room, compelled to drive piles into the foreshore between the edge of the jungle and the sea. This foreshore is mostly composed of mud; consequently these piles are built in rows, supported upon rough saplings or bamboos, and are elevated just above the highest point reached by the tide when at the full. They are each formed of one compartment only, of about ten or twelve feet square, and are bound together by light frames with either bamboo or light saplings. The roof is formed of spear-shaped leaves of about two feet long by two inches wide, which are fastened together by the stalks and are kept down to the frame-work by means of bamboos laid over them across the roof, and fastened together at the ridge by means of twisted grass. These shanties are about seven feet high at the eaves and eleven feet from floor to doors and windows, and one side of a row is separated from that of another by a double row of piles. The flooring from one row is continued to the opposite shore, the flooring constituting the streets, under which the tide ebb and flows. All traffic passes over this frame-work. At every step one makes the whole concern creaks and groans under one's weight, and consequently noise is inevitable, and one experiences at every step a feeling akin to that of passing over a dangerous scaffolding, momentarily expecting the whole concern to descend bodily with a crash into the slush over which one is passing. The whole town, if I may be permitted to call it, and which is at present populated by about 600 or 700 Chinese coolies and 200 to 300 Sulus and Malays, was erected by and at the British North Borneo Company's expense, and their scheme has hitherto been, as soon as complete, the before-described shanties have been issued to each settler at an annual rental of \$8.00, to map the shanties into lots measuring 36 x 66 ft. and to put them and the submerged land up to public auction—the Company stipulating in the deed of sale that, falling payment of the above rental, the land will revert to the Company.

The appearance of the town is wretched in the extreme, and I considerably disapprove of the city of Shanghai within the walls to be a wealthy sanitarium in comparison with it. Of shops there are none, if one does not include such as deal in fruit and vegetables; and even these shanties have to

a gentleman late of the Hongkong Bar. With a fair wind but rather rough sea, we continued down the China sea, and at 9 a.m. on the 18th we anchored in the Bay of Iloilo in the Philippine Islands in order to discharge a partial cargo of salt. At 11 a.m. a Spanish pilot came on board and ordered us to remain where we then were until the Medical Officer of the port had visited the vessel. We continued at anchor until 2 p.m., when I spied a very large Spanish flag approaching our vessel, and we anxiously awaited its arrival. Previous to leaving Hongkong I had heard that strict medical formalities prevailed in all the Spanish ports in the Philippines, and I was quite prepared for the approaching visitors, who came alongside in a small machine, which I can conscientiously describe as a 'Dug-out,' and which was navigated by a crew of four raked Malays. It further contained the medical officer of the port, who was accompanied by three gentlemen in uniform, each carrying a rifle, sword and cartridge pouch, and peeping cautiously into one of the later and seeing it filled with ball cartridges I was on my best behaviour from that minute. After conversing with the medical officer into the health of the passengers and crew, he formally viewed the vessel inside out, but not finding anyone suffering from disease of any kind he called for the Bill of Health, and with it took his departure. At 4 p.m. permission was given to the vessel to enter the port, and at 5 p.m., it being apparently dead low-water, the Pilot gave the order to get under weigh, when the vessel moved slowly past a dilapidated fort situated at the mouth of a creek which is here called the River of Iloilo, and which is not so wide as the length of our vessel. We had scarcely passed the fort than our vessel took the ground, where she remained for some two hours or so, when the tide rising, she floated off. Half an hour afterwards we were alongside the wharf at the left hand side of the river going in, but were forbidden to land as the vessel had not then entered the Custom House, and until 10 a.m. the following day sentries carrying loaded muskets paced up and down the wharf near the side of our vessel, a plank not even being allowed to be placed from the vessel to the wharf.

The town of Iloilo is said to be the scene of frequent earthquakes, in consequence of which the buildings are constructed of very light materials and all of any pretence to respectability are constructed of corrugated iron. The eaves are extended so as to form a kind of verandah on two or more sides, under which extension various goods are stored; sugar in bags predominating, so much so that not a complete refinery is to be seen just over the small of sugar predominated everywhere and in several places the ground was literally saturated with molasses. Here and there immense heaps of discarded sugar bags were the scene of attraction for the children of the place, who were constantly having their families and homes amongst them.

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be imported from Su-in and Hongkong. Consequently there is no commerce, for there are no natives excepting the few wretched objects now endeavouring to grow their miserable existence by fishing and selling betel-nut from house to house. The wharf, which is also constructed of bamboo, and alongside of which our steamer is lying, is extended 100 or 150 feet seawards of the before-described wharfed halibuts. I have just returned from my intended visit to the Resident, having been driven back by the rain which has been falling in torrents ever since our arrival. The steamer leaves for Shanghai to-morrow morning, and in my next I will continue my account of my journeyings hereabout.—N.C. D. News.

## THE LOSS OF THE BRITISH BARK SATARA.

MAINE COURT OF ENQUIRY. A Marine Court of Enquiry was held at H.B.M. Consulate, Yokohama, on Feb. 13th, into the loss of the above-named vessel. The Court was composed of Captain Robertson, Esq., Merchant; Captain F. Grandin, of the steamship *Harler*; and Captain Martin of the bark *Velocity*.

The Court finds that the British bark *Satara* of Liverpool, official No. 47,301, Thomas Jenkins master, was stranded at Shirova-mura, near Omasaki, on the south-east coast of Japan on the 13th January last between eleven and twelve in the forenoon, where she has since been abandoned as a total wreck.

It is contended by the master, Thomas Jenkins, that the stranding is attributable to an error in the chart which shows a depth of 34 fathoms at the spot where the vessel struck, also to an adverse current; he relies, too, on the 'Sailing Directions,' which describe the coast as being 'steep to, with no known off-lying dangers.' The Court, while giving due consideration to what has been put forward by the master, is of opinion that he erred in two particulars, namely, in not using the lead which would have indicated his near approach to shoaling water, and in not wearing ship earlier having regard to the canvas the vessel was carrying at the time.

The Court orders that the certificate of Thomas Jenkins, master, certificate No. 12,216, be suspended for a period of three months from the date of this order. The certificates of Thomas Humphreys, mate, and George Percy Edward Hunt, second mate, are herewith returned to them.

What is an old woman in the middle of the sea like? To be drowned. A young man who has married a lady whose weight weighs down on two hundred pounds. 'My dear,' he says to her, 'shall I help you over the fence?' 'No,' says she to him, 'help the fence!'

## CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—22ND FEBRUARY.

Station.	Barometer at 4 p.m.	Therm. at 4 p.m.	Wind.	Weather.	Sea during day.
Manila	30.03	79.26	ESE	4	c
Hongkong	30.24	60.170	ESE	4	c
Amoy	30.27	65.98	NE	3	c
Foochow	30.24	55.092	NE	3	c
Shanghai	30.42	38.58	N	3	c
Nagasaki	30.20	—	NW	3	c
Wlatsok	30.21	17.8	N	5	a

Hongkong Observatory, Feb. 23, 1884.

## METEOROLOGICAL REGISTER.

Hongkong Observatory, Feb. 23.

the weather continues fine but is becoming cloudy at all stations.		W. DOBSON, Government Astronomical Hongkong Observatory, Feb. 23, 1884.	
<hr/> <b>METEOROLOGICAL REGISTER.</b> <i>Hongkong Observatory, Feb. 23.</i> <hr/>			
Station.	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer .....	30.25	30.41	30.29
Temperature .....	63.1	65.5	61.1
Humidity .....	75	78	75
Direction .....	ESE	ESE	ESE
Force .....	4	2	1
Weather .....	c	c	c

